

THE STORY OF A YACHT.

History of the Halcyon and Her Bold Operations.

August 6, 1887, there cleared from the port of San Francisco a small sixty-one ton vessel that has since been smuggled into the United States more opium and Chinese than any two vessels in that line of trade. Many an attempt was made to capture her by the Custom House authorities, but each one failed. The reason is well known. All the plans for capture were communicated to the smugglers by treacherous officials. A number of times the vessel was overhauled, but on each occasion her papers were found to be in order, and of course nothing contraband was ever found on board.

The vessel is the famous schooner-yacht Halcyon, built by Matthew Turner at Benicia the latter part of 1886 for Harry Tevis. The boat was one of the handsomest in the harbor, and her fittings were luxurious. She is 74 feet long, 21 feet 2 inches broad and 8 feet 5 inches deep, so her cabins were ample for the parties who used to go for cruises on her. Tevis tired of the boat and sold her to persons who soon resold her, and she sailed as above stated for Victoria, B. C., in charge of Captain Alfred Metcalf, while Alfred W. Wilson appeared as owner.

For a few months the Halcyon dropped out of sight, and then stories about a vessel of her description that had met incoming China steamers and taken on board large quantities of opium began to fly about. It was asserted that the Halcyon picked up the opium after it had been thrown overboard from the steamer in tubs, and landed it in Drakes Bay, Halfmoon Bay and over at Sausalito. One thing is certain—when the Halcyon was making her mysterious trips Hongkong opium could be bought in Chinatown for less money than the Victoria article.

It soon became generally known that the yacht was owned by A. W. Whaley and E. W. McLean, two members of the famous Boyd-Ciprico gang. The pair saved money and opened an opium factory in Victoria and another in Vancouver, B. C. For a time they directed all their attention to the smuggling of the stuff turned out by their Chinese workmen into the United States, and succeeded.

During all this time the Custom House officials were ostensibly making efforts to catch the yacht. The Bear was sent out twice and the Corwin a number of times. The China steamers were met off Point Reyes and revenue cutters patrolled the coast, but nevertheless the Halcyon people were always well informed and the Halcyon continued to bring in opium. Several times she was "nearly caught," but matters were always so arranged that the Custom House men were "a day behind the fair."

Emboldened by success, Whaley and McLean branched out. The yacht was refitted and prepared for a long journey. The next time she was heard from she was in Hongkong, where Whaley bought two tons of opium. On the way back the Halcyon went ashore on the coast of Japan and the opium was seized. It was finally returned and the yacht was repaired and sailed again. She was next heard from off Honolulu, and a few months later appeared in Victoria, B. C., without an ounce of opium on board. Most of the opium had been landed on the Hawaiian Islands and the remainder came to San Francisco. Since then the Halcyon has made a number of trips which have proved successful. In consequence, Whaley is living in Honolulu and entertaining the Marshal of the kingdom, the Minister of State and other officials, besides the consuls, at costly banquets, while McLean is carrying on in a similar manner in Victoria, B. C.

Another act in the history of the famous yacht opened a few days ago. She returned from one of her smuggling trips to Victoria and failed to enter. She was accordingly seized by the Canadian Government and sold to the highest bidder. It is safe to say, however, that she is still owned by the opium ring, and that she will be heard from again in a few weeks. The history of the Halcyon is virtually the history of how smuggling is prevented in San Francisco. Had not that case of "crash towels" fallen off a day and burst open, the operations of the ring, of which Bernard Reiss is a member, would probably have been uninterrupted to this day.—[S. F. Report.]

A motion has been introduced into the Victorian Parliament, at Melbourne, declaring that the relation of the colonies to each other in Great Britain is not satisfactory, and that any change made should be in the direction of allowing differential duties on foreign products in favor of the products of the other colonies of the empire. It added that the British tariff should be made favorable to the whole empire, and that the colonies should have a voice in foreign policy.

Meeting of the Emperors.

In accordance with their plan the Czar and the German Emperor met at Kiel in June. Emperor William, at 9 o'clock started in his imperial yacht for Friedrichsport to meet the Czar, who was coming on the Russian imperial yacht, Polar Star. Following closely were two Russian war vessels. The fleet was loudly cheered on entering the roadstead by the German vessels. Before coming on shore the Czar, in the uniform of the German Alexander regiment, visited the German imperial yacht. He was met at the gangway of the yacht by the Emperor, who wore the uniform of the Russian regiment. The two Emperors embraced and kissed each other three times, then descending to the Emperor's stateroom they conversed for twenty minutes. The Czar then returned to the Polar Star, where he was soon rejoined by the Emperor. In the afternoon Emperor William, the Czar and Czarowitz and Prince Henry of Prussia proceeded to Holtenau, to inspect the Baltic Canal works, and in the evening a banquet was given at the castle, at which the two emperors toasted each other's health. The Czar left the place in the evening and on arriving in Copenhagen the next day, sent a message of thanks to Emperor William for the extreme courtesy of his reception.

TRADEMARK CASES

Hiram Walker & Sons, of Canada, Get an Injunction Against a Chicago House.

A case recently heard before Judge Gresham, of the United States Circuit Court for the First District of Michigan, goes to show that persons who use whisky must be on the alert if they would escape being imposed upon.

The plaintiffs are Hiram Walker & Sons, Limited, of Walkerville, Canada, distillers and bottlers of a whisky known as "Canadian Club." Under the Canadian excise regulations whisky may remain in bond indefinitely, and the distiller may, if he so wishes, bottle it while still in the custody of the government officers, and thereby obtain an excise certificate of the age and genuineness of the liquor in the form of an official stamp over the cork of each bottle. This guarantee is naturally very much prized by the distillers who have the old whisky to secure it, and all whisky bottled by the Walkerville establishment is so guaranteed.

A Chicago firm have put up a spirit which they call "Montreal Club," alleged to be made by the "Montreal Distilling Co.," which was shown to have no existence. In all but name, the Walker labels were closely imitated, as was also the official stamp of the Canadian excise. The proceedings were rendered somewhat novel by the appearance of Mr. Z. A. Lash, Q. C., of Toronto on behalf of the Dominion government, to support the application of the plaintiffs to restrain defendants from further use of the counterfeit certificate. The defendants were promptly enjoined from continuing to infringe upon plaintiff's trade-mark or labels, or to copy the Dominion excise stamp.

A significant feature of the case was the production by the defendants of affidavits by several liquor dealers of Chicago, who could hardly be ignorant of the character of the goods in question.

It would appear that the consumer must depend upon his own care and judgment for immunity from such attempts to defraud.—Bonfort's Wine and Spirit Circular.

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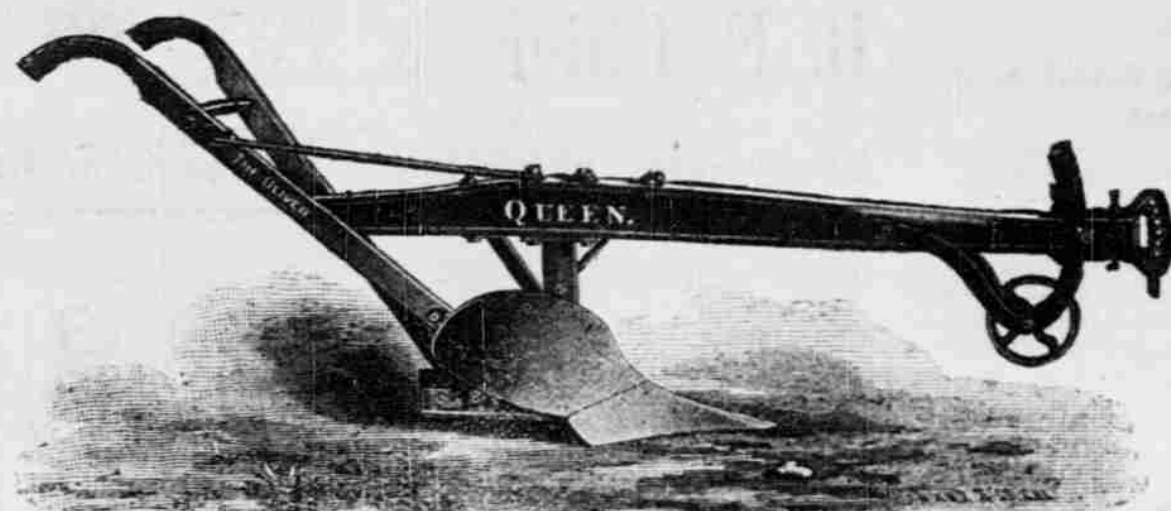
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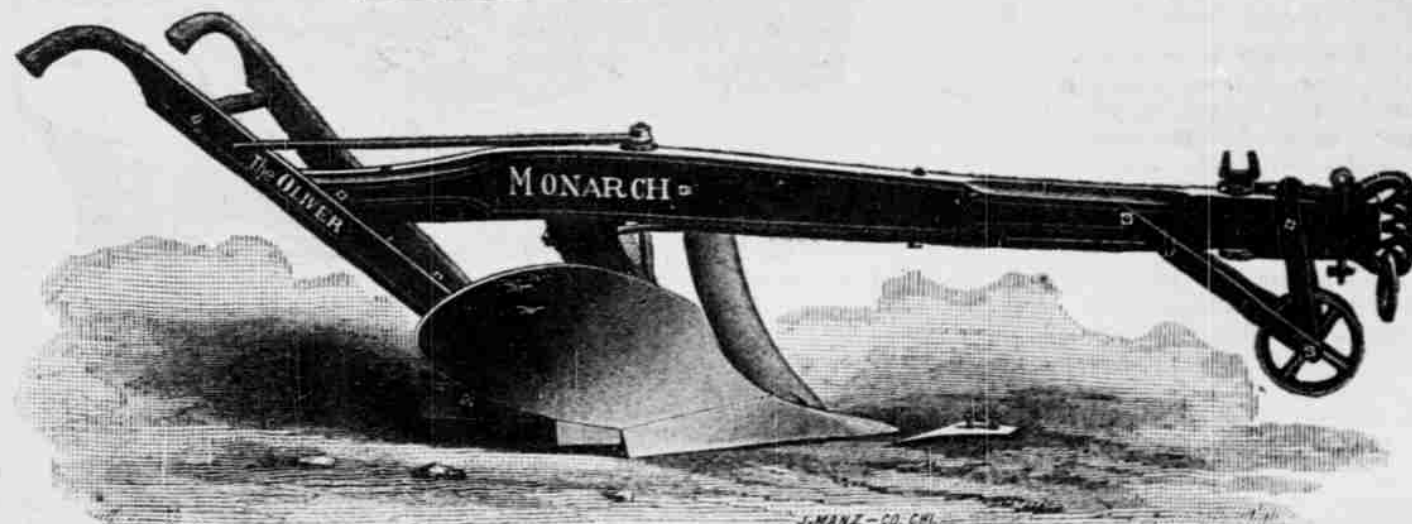
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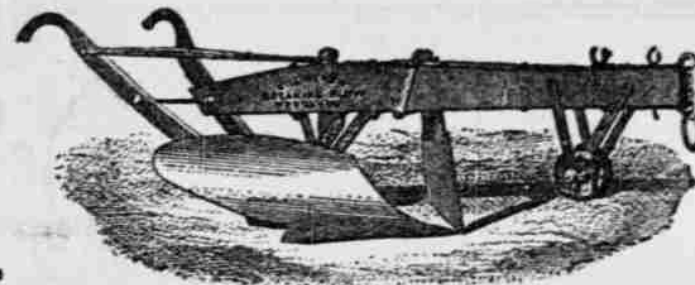
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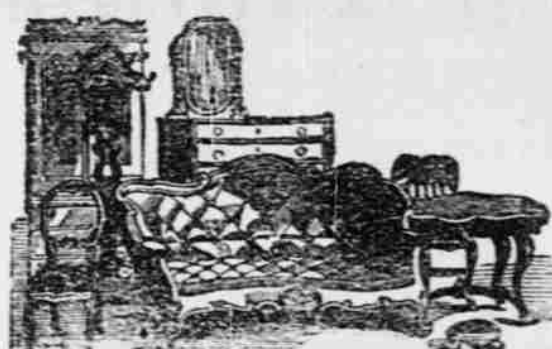
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